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1. A meeting, dealing with the expansion of radar installations in Hungary, was held at the Ministry of War on 14 January 1952. It was attended by the following persons:

General István Szabó, representing the Minister of war  
 Andrej Bochkarev, a Soviet citizen, representing the Maszovlet Air Company  
 István Bata, a Soviet citizen and General on the Hungarian General Staff  
 Vladimir Bojko, Soviet Military Attache  
 General Vjacheslav Cvetajev, he is in charge of the Hungarian Desk at the War Ministry in Moscow  
 Two Soviet officers of the Soviet Engineering and Technical Department, Soviet HQ in Hungary  
 Two Soviet specialists, who are supervising the radar installations  
 Mihail Marozov, Soviet Colonel of the Guards, who is in charge of the Soviet Politruks in Hungary  
 V. Slarafanov, Director of the Soviet-controlled electric cable works in Hungary  
 Two engineers of the Egyesült Izzó Company of Ujpest  
 Károly Janza, General  
 Béla Kerekes, General

In addition there were 5 junior grade Hungarian officers and 6 Hungarian civilians, who were referred to as radar technicians and experts.

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2. One of the Soviet officers reported on radar installations in Hungary and forwarded an order from the Soviet Military Headquarters in Hungary, calling for further installations. All radar installations on airfields are to be ready by 1 August 1952. The types of radar used in Hungary, in ascending order of importance, are as follows:

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- a. "First Type" - used by the Allies in the last war, then copied and manufactured in the Soviet Union. Good, according to Hungarian experts, but is easily out of order, because of carelessness in manufacturing.
  - b. "First Hungarian" - A Soviet model remodelled and manufactured at the Standard Factory of Budapest and the Egyesült Izzó Company of Ujpest. This type is considered better, but still not entirely satisfactory.
  - c. "New Hungarian" - known as "Radar Ears", less powerful than the former. It is constructed entirely by Hungarian engineers, said to be excellent for air defense of towns and industrial centers.
  - d. "New Soviet Radar" - no information is available about this type as it is manufactured in the Soviet Union. Installed on first class airfields, under Soviet command. The installation is done by Soviet experts and soldiers.
3. The following list indicates the type of radar to be installed on Hungarian airfields. For general information, some details concerning the airfields, are added.
- a. Tököl (H 40) North of the village of Tököl, on the island of Csepel. Good field; the reinforced concrete runways can accommodate the heaviest bombers. Radar: "New Soviet Radar".
  - b. Kunmadaras (J 80) About 5 km. east of Kunmadaras. Exclusively for the Russian airforce; built by prisoners, supervised by Soviet engineers. It will be 7 km. wide, 10 km. long, and it will have 2 giant runways for jet planes and bombers, 8 underground fuel tanks on each side of the field, 4 underground hangars. Radar: "New Soviet Radar".
  - c. Soltvadkert (N 62) West of Soltvadkert and east of Kalocsa. Entirely for Soviet light fighters. Will have underground ammunition dump, two hangars, and a fuel dump. Radar: "New Soviet Radar".
  - d. Kecskemét (N 95) 20 km. southeast of the town of Kecskemét. Exclusively for Soviet heavy bombers. 12 underground hangars; also underground repair shops and 3 underground fuel dumps. 4 other tanks in the neighboring woods, in which camouflaged barracks are also located. Underground ammunition dump. Radar: "New Soviet Radar".
  - e. Taszár (A 96) 11 km. east of Kaposvár, 2 km. west of Taszár. 7 km. long, 5 km. wide. Has latest-type giant runway, 3 km. long, 120 meters wide (suitable for the heaviest bombers), 9 huge underground hangars, and 6 ammunition store rooms which will accommodate 90 carloads of ammunition. Radar: "First Hungarian" and "New Soviet".
  - f. Debrecen (K 40) About 6 km. southeast of Debrecen. About 10 km. by 10 km., 3 runways. Recently, two additional underground hangars were constructed. Radar: "New Soviet Radar".
  - g. Bácsmadaras (S 46) Excellent field for fighter planes. Radar: "New Hungarian Radar".

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- h. Miskolc (J 87) Suitable up to the heaviest bombers. Exclusively for Soviet use. Underground store rooms, underground fuel station, and newly constructed underground repair shop. Radar: "New Hungarian Radar Ears" around the town and Lillaúred. "New Soviet Radar" around the airfield and the Diósgyőr factory.
- i. Székesfehérvár (Z 00) Entirely Soviet controlled. Rebuilt; with subterranean hangars under construction. The underground ammunition dumps were recently stocked with 54 carloads of ammunition; additional ammunition store rooms are being built. "New Hungarian Radar Ears" are located around the town, the munitions manufacturing center, and south of the town, around the Soviet military barracks. "New Soviet Radar" around the airfield.
- j. Szolnok (O 37) About 2500 by 2500 meters. Two giant reinforced concrete runways. Important center for troop transshipment. 12 underground munition dumps, each has 25 carload capacity. 4 underground fuel tanks. "New Hungarian Radar Ears" around town, with special instruments for the most important bridge across the Tisza River.
- k. Bük (X 70) Small emergency field for fighter planes. Heavier planes not allowed to land. New fuel tank above ground. Ammunition dump in neighboring woods. "First Type Radar".
- l. Dég (E 16) About 2 km. southwest of Dég. Small emergency field exclusively for Soviet fighters. Has been enlarged to 1200 by 100 meters. Good landing facilities. Newly built metal runway, the so-called "Iron Runner". Radar: "First Type Radar".
- m. Decs (S 19) Entirely Soviet-built emergency field for Soviet fighters and small bombers. 3 underground hangars and 1 fuel storage tank. 1 ammunition store-room. Radar: "New Hungarian Radar Ears".
- n. Eszterháza (X 83) Formerly an emergency field; enlarged by the Russians as fighter base. Underground repair-shop and store rooms for ammunition. Radar: "New Hungarian Radar Ears".
- o. Kenyeri (Y 00) About 20 km. north of Celldömölk, 5 km. southeast of village of Kenyeri. Rebuilt by the Russians. In 1945 they built camouflaged 26-fighter-capacity hangars; in 1951 new underground hangars and a repair shop for small repairs. Run entirely by the Soviet military. Camouflaged barracks for 2500 men are in the nearby woods. A new runway under construction is to be complete by 15 May 1952. Radar: "New Hungarian Radar Ears".
- p. Nyíregyháza (K 55) Being rebuilt; to be ready at the end of June 1952. Will be 1500 by 2000 meters, with a reinforced concrete runway. The barracks will accommodate 1500 men. Well-equipped repair shop above ground, another in construction below ground. Fuel tanks are above and below ground. Radar: "New Hungarian Radar Ears".
- q. Balatonkiliti (D 86) About 15 km. east of Söfok. Recently enlarged to 1500 by 1800 meters. Has new Gonio station. Radar: "First Type Radar".

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- r. Győr (Y 44) About 8 km. northwest of Győr. Has been enlarged to 1800 by 1300 meters. 2 smooth reinforced concrete runways, measuring 800 meters long, 80 meters wide. Hangars, 3 below and 3 above ground. Fuel supply above and below ground. Repair shops for heaviest repairs. Field accommodates heaviest bombers and jet planes. New Gonio (Goniometer) station; new radio station. The present "First Type Radar" is to be replaced by "New Russian Radar".
- s. Szeged (T 17) 2 km. west of Szeged. Has been enlarged to 1400 by 1800 meters. The repair shops for fighter planes can handle major repairs. A large spare-parts warehouse, new underground hangars, and fuel tanks are also present. It is exclusively for Russian fighters. The present "First Type Radar" is to be replaced by "New Russian Radar".
4. At the meeting the Hungarian officials were told that all costs will be payable by the Hungarian Government. Another Soviet request called for the immediate installation of small radio stations on important railway lines. General Szabó, in the name of the Minister of War, invited the Soviet members of the meeting to tour existing radar installations. He also proposed a second meeting for early April 1952, to survey the progress made.

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